

# **Citizen's Transportation Oversight Committee**

## **Arizona Department of Transportation**

**May 23, 2006**  
**Meeting Minutes**  
**DRAFT**

A Citizen's Transportation Oversight Committee (CTOC) meeting was held at the Arizona Department of Transportation Board Room 145-147, 206 South 17<sup>th</sup> Avenue, Phoenix, Arizona 85007 on May 23, 2006 with Chairperson Roc Arnett presiding.

### **Members Present:**

Roc Arnett, Chairperson  
Nelson Ladd, Maricopa County District 3  
George Davis, Maricopa County District 4

### **Members Absent:**

Terry Rainey, Maricopa County District 1  
Jack Lunsford, Member at Large

### **Others Present:**

Bill Hayden, ADOT  
Kwi Kang, ADOT  
Beverly Chenausky, ADOT  
Javier Gurrola, ADOT  
Justin Weaver, Tri-City Advocacy  
Marge Murphy, Citizen  
Sandra Quijada, ADOT

Edward Johnson, Citizen  
Dan Lance, ADOT  
Don Mauller, ADOT  
Cathy Arthur, MAG  
Linda Bauer, MAG  
Elizabeth Neville, ADOT

### **1. Call To Order:**

Chairperson Arnett called the Citizen's Transportation Oversight Committee meeting to order at 4:00 p.m.

### **2. Approval of Minutes for January 31, and March 10, 2006:**

Chairman Arnett called for a motion to approve the minutes of the January 31, and March 10, 2006 meetings. Mr. Davis moved to approve the minutes and the motion was seconded by Mr. Ladd and passed unanimously.

### **3. Staff Report:**

**Bill Hayden, ADOT's Special Assistant to the Regional Freeway System**, reported the following information:

- Red Mountain Freeway - State Route 51 to Price Road: Prerequisite activities are ongoing. The Design Concept Report and Environmental Study began in February 2006

and 30 percent plans will follow the completion of those two tasks. We anticipate the completion of those prerequisite activities will occur in October 2007, followed by construction in FY 2009.

- Price Road to Gilbert Road HOV Lanes: We are going to initiate adding HOV lanes on the Red Mountain Freeway from Price to Gilbert Road. The study began early this month and construction of the HOV lanes is planned for FY 2009.
- Power to University Landscaping Project: 30 percent plans are due in June.
- University to Southern Landscaping Project: 30 percent plans were submitted earlier this month and are being reviewed.
- Power to University: Construction is underway, with utility relocation particularly in the area just east of Power Road. Noise wall foundations are being installed and a traffic plan developed by the Contractor with the City of Mesa, neighborhood residents and businesses will close a section of McKellips Road to facilitate construction activities in that area.
- University to US 60: Work continues in this area as well as the interchange. The plan is to have that section completed and open to traffic in mid to late 2007.
- Santan Freeway – Gilbert Road to Elliott Road: An opening ceremony has been scheduled for June 7 from 6:00 p.m. to 9:00 p.m. The Governor and east valley Mayors will attend. The freeway will open to traffic on June 12.
- Grand Avenue/Glendale/59<sup>th</sup> Avenue interchange and bridge construction: The City of Glendale has requested a formal ceremony for completion of the project. The opening is scheduled for 7:30 a.m. on July 6. The Governor and Mayor Scruggs as well as other west valley Mayors have indicated they will attend. This project completes the Department's plan to upgrade the eight five-legged intersections to full interchanges.
- South Mountain Freeway: Victor Mendez has announced the Department will make a recommendation for one of the three west side alternatives, 55<sup>th</sup> Avenue, 71<sup>st</sup> Avenue and 99<sup>th</sup> Avenue.

The following questions and comments were made:

- Chairperson Arnett congratulated the Department on their accomplishments in both the east and west valley.
- Mr. Davis asked when construction of the South Mountain Freeway might start and be completed. Mr. Hayden said construction of the west side alternative is in the first five-year program.

#### **4. Air Quality Issues and Overview:**

**Beverly Chenausky, ADOT's Air Quality Policy Supervisor**, explained the Transportation Planning Division, Air Quality Policy Branch is responsible for implementing provisions required in the Clean Air Act, statewide consultation for transportation, air quality planning, conducting transportation related air quality planning and research projects to ensure that air quality standards are met throughout Arizona. The Clean Air Act provides the principal framework of national, state and local efforts to protect air quality. Under the Clean Air Act, EPA is responsible for setting standards, also known as National Ambient Air Quality Standards (NAAQS) for pollutants which are considered harmful to people and the environment. The Clean Air Act requires states to develop State Implementation Plans (SIPs) that explain how each state will do its job under the Clean Air Act. She reviewed the six criteria pollutants identified under the NAAQS; lead, nitrogen oxides, carbon monoxide, sulfur dioxide, particulate matter, and ozone. She noted only two counties in the country are in non-attainment for lead and no states are in non-attainment for nitrogen oxides. Arizona does not violate the standard

for Carbon Monoxide; however, Texas, California, Nevada, Oregon and Montana still have programs. Southeast Arizona's copper mines cause the region to violate the SO<sub>2</sub> standard and the nation's EPA exceeds the standard for Particulate Matter. She reviewed a map indicating areas in Arizona that do not meet the standards. The TPD Air Quality Policy Branch determines the feasibility of commitments to air quality and transportation control measures for inclusion in the non-attainment area plans and active participation during the development of State Implementation Plans. If a control measure is adopted through the ADOT governing board, the Transportation Planning Air Quality Policy Branch monitors the measures and prepares the required progress reports. Transportation conformity is a way to ensure that federal funding and approval are given to those transportation activities that are consistent with air quality goals. Under the Conformity Rule, transportation control measures are strategies that are specifically identified and committed to in State Implementation Plans and are either listed in Section 108 of the Clean Air Act or will reduce transportation-related emissions by reducing vehicle use or improving traffic flow. Regardless of where they get funding, regionally significant transportation projects must be evaluated against the State Implementation Plan.

Ms. Chenausky said Maricopa County is meeting EPA requirements for lead, sulfur dioxide, carbon monoxide, nitrogen oxides, and particulate matter fine standards. The region now must work to reduce pollution for new 8 hour ozone standards and the current particulate matter standard PM<sub>10</sub>. A 3,000 square mile area of Maricopa and Pinal Counties has been designated a non-attainment area because it does not meet the Federal air quality standards for particulates smaller than ten microns in diameter. A PM<sub>10</sub> Plan for Maricopa County was approved by the U.S. Environmental Protection Agency on July 25, 2002. The plan shows how Maricopa County will attain federal PM<sub>10</sub> standards by 2006. The plan has 77 measures to reduce particulate pollution from all significant sources. The region, however, continues to violate the health standards for PM<sub>10</sub> and a new more stringent plan will be needed by December 31, 2007. Transportation is not the only contributing factor, with most being related to construction and earth moving. She identified ADOT's commitments: 1) development of intelligent transportation systems; 2) expansion of public transportation systems; 3) carpools, rideshare, preferential parking, and alternative work schedules; 4) constructing HOV lanes; 5) tougher enforcement of vehicle registration and test compliance; 6) roadway improvements that reduce congestion; and 7) paving, vegetating, and curbing shoulders and stabilizing unpaved access points onto paved roads.

Ms. Chenausky said the Air Quality Policy branch is actively involved in funding research projects that include ways to mitigate and improve air quality. She said they recently completed an ASU study related to tire wear emissions for asphalt rubber and Portland cement concrete pavement surfaces. She said the study concluded emission rates of tire wear per kilometer driven at PCC road surface are 1.4-2 times higher than emission rates of tire wear at AR-ACFC road surface. She said they also undertook a study to identify emission sources in Pinal County. She said the State already submitted a 309 plan, which covered all the national park and wilderness areas, but a Regional Haze 308 Plan will be submitted to address visibility in National Parks. The 8-hour Ozone Plan and PM<sub>10</sub> 5% plans are due in 2007, while the SO<sub>2</sub> Maintenance Plans are due in 2006/07. New rules for toxics might require ADOT to look at toxics on their hot spot analysis. ADEQ/EPA will be revising the conformity requirements and the EPA rule for Hot Spot Analysis will most likely be finalized by the end of this year. They will begin their own research project to look at PM<sub>10</sub> control measures they can do in the MAG region to help enforce and address existing TCMs. The Governor had an Executive Order last year to look at climate change and a report will be in place at the end of next month and the Governor will make a recommendation on addressing greenhouse gases. They will also watch air quality monitors in Pinal, Maricopa, and Yuma counties for PM<sub>2.5</sub> and PM<sub>2.5-10</sub> standards.

The following questions and comments were made:

- Chairperson Arnett asked to what extent are issues caused by leaf blowers, including gas emissions coming from leaf blowers. Ms. Chenausky said that falls under the 3.9 percent identified as “other area sources”.
- Nelson Ladd asked what is being done to address pollutants that come off tires. Ms. Chenausky said a recommendation that will be submitted to the Governor in terms of Climate Change is that they have low emitting tires that can be purchased. ASU is working on some pavement materials that will also help with that issue.
- George Davis asked Ms. Chenausky if she is familiar with an article entitled, “Clark County a Model for Dust Control”. Ms. Chenausky responded yes. The MAG Air Quality Group is looking at it and will be trying to implement a similar program in the State. Mr. Davis commented Clark County’s situation is very similar to Maricopa County’s, stating it would be advantageous for Maricopa County to implement things Clark County has already done. Ms. Chenausky noted MAG representatives actually toured Clark County’s facilities and reviewed their programs and enforcement plans.
- Chairperson Arnett asked about Ms. Chenausky’s comment that they do not have jurisdiction over the MAG Region. Ms. Chenausky explained MPOs do their own air quality analysis on their roadways. MAG is the designated air quality agency. Chairperson Arnett asked why they seem to duplicate what MAG is already doing. Ms. Chenausky explained the work they do is geared toward rural areas that do not have MPOs. They are required, however, under State Implementation Plans to come up with their own control measures. Funding for research projects, such as the Quiet Pavement Study, is controlled by FHWA. Chairperson Arnett pointed out many rural areas have MPOs. Ms. Chenausky explained not all MPOs have air quality authority. Ms. Lindy Bauer, MAG said ADOT submits commitments to MAG of measures it will take to help reduce particulate pollution in the region. As the regional air quality planning agency, they take commitments from ADOT, and other City Councils, and the Maricopa County Board of Supervisors, to implement measures in the regional air quality plans. Chairperson Arnett asked what is ADOT doing to help with the 43<sup>rd</sup> Avenue monitor problem and will that assist MAG and the MPO with reducing that dust problem. Ms. Chenausky said they do not have any roadways in that study area, but they have a materials storage plant in the area. Most of what they do is done by providing money to the regions so they can come into containment.
- Chairperson Arnett asked what size budget ADOT has for air quality control. Ms. Chenausky said about \$3 million for five years. She stated they have three employees that work on their research.

## **5. Williams Gateway Study:**

**Javier Gurrola, ADOT’s Transportation Engineer and Project Manager**, stated in February 2006 the State Transportation Board approved a plan produced by Transportation Planning Division, which allowed for the study of two corridors for future construction projects. A few years ago an alternative alignment for the US60 was proposed by BRW, Consultants for further study. The contract for which he is project manager will include both the US60 re-route and the Williams Gateway Freeway extension from the Maricopa County/Pinal County line to its logical terminus. The conceptual plan for the US60 re-route is to start it where the Superstition Freeway ends, move it around Gold Canyon, to where the Renaissance Festival is held. Mr.

Gurrola reviewed their list of pre-design tasks, stating they developed the scope of work in April 2006 and assembled a Statement of Qualifications package with Engineering Consultant Services. The project was advertised on May 3 and May 10, 2006 and opportunity week commenced on May 15. The Statements of Qualifications are due May 24 and selection approval will occur on June 6. The draft and final engineering and environmental studies will take the next two to three years. He said ADOT and Consultant responsibilities include holding public meetings, coordinating with stakeholders and MAG, preparing and reviewing engineering documents, preparing environmental studies, maintaining and updating the schedule and preparing a detailed construction cost estimate.

Mr. Gurrola discussed the L/DCR components, stating they include an alternatives selection report, long-term improvement plans, a corridor implementation plan, a traffic report, a geo-technical/pavement analysis, a drainage report and an evaluation of needed structures.

Members asked the following questions and made the following comments:

- Chairperson Arnett asked about the estimated cost of engineering. Mr. Gurrola said the US60 re-route is \$2 million and the Williams Gateway Freeway extension is \$5 million. Once a consultant is selected they will submit a cost proposal.
- Nelson Ladd asked if the bids are fixed cost bids or open ended. Mr. Gurrola was unable to say, reiterating the Consultant, once selected, will submit a cost proposal. Chairperson Arnett said the re-route will require a lot of work and the contract will have 10 to 12 different components. Mr. Lance said it will also involve a great deal of environmental work. It will take two to four years to complete the studies and the timeline will be developed when the Consultant is selected. They will negotiate the price of the contract based on the scope of work, schedule and estimated duration of the project. Mr. Nelson asked how they will coordinate all of the different studies. Chairperson Arnett commented that will be one of the responsibilities of the Consultant.

## **6. Tentative Regional Transportation Plan FY 2007-2011:**

**Bill Hayden, ADOT**, presented program changes for the FY 2007-2011 MAG Regional Transportation Plan Freeway program and Regional Freeway System Program. He said they anticipate the Board will approve the statewide program at its June 23 meeting. He commented material and construction cost increases have significantly impacted the program, causing them to revise and modify the program. He reported 10 projects totaling over \$100 million had to be deferred from 2006 to 2007 to keep the program in balance. He said in the FY 2007-2011 program 15 projects had to be deferred one or two fiscal years and 23 projects had cost changes totaling \$87 million. He stated the Five-Year Program includes new freeway construction, new HOV and general purpose lanes, interim corridor development, right-of-way protection, existing freeway, Grand Avenue corridor improvements, new traffic interchanges and new HOV ramp connections. He displayed a map identifying the location of 122 miles of various widening and improvement projects included in the Five Year program. He also displayed maps indicating the location of new HOV lanes, HOV and general purpose lane improvements, five new traffic interchanges, an HOV ramp connector, and 27 miles of right-of-way acquisitions. With regard to the South Mountain Corridor, Mr. Hayden said construction can begin on the west side in 2011, but construction on the east side will depend on whether or not the Gila River Indian Community allows them to study alternatives on community land. The new Governor of the Gila River Indian Community has indicated a desire to move forward with a vote in the near future that would allow residents of the community to vote whether or not they want ADOT to proceed with the study on their lands. He said the program also calls for the continuation of the quiet pavement program, adding an additional 34 miles of rubberized asphalt

throughout the valley. Mr. Hayden summarized his presentation, stating they will spend \$654.4 million in 2007, \$286.1 million in 2008, \$554 million in 2009, \$605.4 million in 2010 and \$884.2 million in 2011 for a total program cost of \$2.98 billion.

Mr. Hayden commented on the concerted effort of four west valley communities, Goodyear, Avondale, Litchfield Park and Buckeye, to accelerate the widening of a portion of I-10. He said the project was initially scheduled for 2014, but that project has been accelerated to 2008. He explained the four cities submitted a \$7.4 million HELP Loan application and agreed to fund the construction through the use of a \$120 million Grant Anticipation Note.

Members asked the following questions and made the following comments:

- Nelson Ladd asked if ADOT will be able to carry through on the promises it has made given the significant cost increases. Mr. Hayden said the original 20 year plan called for 230 miles of new freeways for the valley, but over the course of that 20 year program the economy has changed and public input altered the development of the program. He said other projects, such as the Loop 303 freeway, being deleted from the program only to be returned in recent years. He said it is difficult for experts to predict and project revenues and overall construction costs. He said their job is to monitor costs closely to ensure what they are striving to accomplish is achievable given projected revenues. He explained various alternative funding mechanisms can be employed in situations where revenues are not expected to match construction costs. He stated the first five years of the subject program will involve bonding to supplement the half-cent sales tax.
- Chairperson Arnett noted MAG and ADOT have to annually certify the 20 year plan. He noted the 20 year plan includes a \$1.6 billion contingency.
- George Davis asked if they are going to be able to keep the primary principal of the roads voted on in the last election. He said they have a responsibility to complete the roads and to make the best possible use of the citizens' money. Mr. Hayden noted they produce an annual Certification of Cost, stating they try to stay on top of trends to deliver what the voters voted on. He noted MAG has developed a Material Change Policy which requires a local government to pay for changes it initiates.

## **7. Call to the Public:**

Ms. Marge Murphy, citizen, requested a copy of the Air Quality Issues presentation, which she was given.

## **8. Next Scheduled Meeting:**

Tuesday, September 26, 2006, 4:00 p.m.  
Valley Metro, RPTA  
302 North 1<sup>st</sup> Avenue, #700  
Phoenix, AZ 85003

Chairperson Arnett announced the Arizona Chamber of Commerce and Industry is hosting a Transportation Summit on June 14 at the Hyatt Downtown. Their stated notion is to accelerate the 20 year plan to become a 15 year plan.

## **9. CTOC Member Reports:**

George Davis read the following statement: "Mr. Chairman, members of CTOC and honored guests, I want to start by saying how much I appreciate the programs and information offered at

these meeting. I think ADOT is doing a very fine job and the presentations of the various aspects of Maricopa roads and transportation. Thanks to you Mr. Chairman, Mr. Bill Hayden, Elizabeth Neville and others. Secondly, I want to offer three recommendations, realizing that CTOC is advisory in nature and not a regulatory agency. The three recommendations are: 1) to protect the HURF funds from expenses not intended for HURF funding; 2) if possible, buy right-of-way in less developed areas of Maricopa County that will obviously be in the path of future developments; 3) charge the builders of the developments a fee, perhaps, to help pay for the expenses in occurring additional roads and to accommodate the additional traffic caused by these developments.” He thanked the Chairman for allowing him to make his presentation.

Chairperson Arnett noted attending a meeting in Casa Grande where the issues mentioned by Mr. Davis were discussed. He asked Mr. Hayden to obtain copies of the information presented by Eric Anderson at that meeting.

#### **10. Closing Comments and Adjournment:**

No additional comments were made.

Meeting adjourned at 6:20 p.m.